

## THE CLARION.

### RAILROAD TRANSPORTATION.

Report of Committee on Transportation to the American Agricultural Association, at their meeting in New York, February 1st, 1882.

In considering this important subject, when the interests of different sections are apparently antagonistic, those localities which feel themselves placed at a disadvantage should not forget that the fundamental principle of our institutions is "the greatest good for the greatest number." We should not forget that by means of cheap transportation the Great West has been enabled to send abroad those immense quantities of produce which, turning the balance of trade in our favor, have brought prosperity to every part of our country. It is not claimed that railroad officials or managers are entirely free from the failings common to humanity. We cannot expect perfection in this world. What we should consider is this: do the advantages which the railroads confer upon the whole country outweigh the evils which it is claimed they inflict upon certain localities? The moment the subject is viewed in this common-sense light, the question is settled. As for the real evils connected with the railroad management, we may rest assured that competition and an enlightened self-interest striving for public patronage will remedy all grievances.

While deprecating inconsiderate action on the part of State or General Government, this Convention does not by any means admit that the railroads are above the law as to rates of transportation. It is the judgment of this Convention that differential rates on the same articles of freight, when offered in carload lots, are unjust against the real interests of the people and the railroads themselves. That until all railroads are possessed of equal facilities for transportation, and have an equal amount of business to transact, and are managed with equal abilities, that any arbitrary tariff imposed per mile will injure instead of benefiting those sections which now feel aggrieved. That any such regulating of tariffs by State or National Authority, would be entirely inoperative as to the great trunk lines, or else bankrupt ninety-ninth of the smaller lines in which the mass of the farmers have a far greater interest than in the main arteries of transportation. Many other conditions besides mere distance enter into and have an important bearing upon the cost of transportation, and which must necessarily influence transportation charges.

Farmers in the East should not forget that cheap bread means ability to purchase other articles of comfort and luxury which their proximity to the great mass of consumers and a high system of farming will enable them to supply without fear of competition from the West.

There were in operation in the United States January 1st, 1881, 91,778 miles of railroads. The area (excluding Alaska) of the United States is 3,634,399 square miles, or one mile of railroad to each 33 square miles of territory. If we deduct from the total area about 1,000,000 square miles which are considered as unfit for cultivation, we have one mile of railroad to each 22 square miles. The United States has one mile of railroad to each 540 inhabitants.

Let us consider the railroad facilities of Virginia, North Carolina and Tennessee—three States which possess a larger amount of mineral and forestal wealth than any other three States of the Union, also agricultural resources second to none. They have area and railroad mileage as follows:—Virginia has 182,600 square miles in operation, with an area of 38,352 square miles or one mile of railway to twenty-one square miles of territory—one mile of railway to 828 inhabitants. North Carolina has an area of 50,704 square miles, with but 1499 miles of railway, or one mile of railway to thirty-four miles of territory, and one mile to each 934 inhabitants. Tennessee has 45,600 square miles of territory, with but 1824 miles of railway, viz: one mile to each 25 miles of territory, and to 845 inhabitants.

A large portion of the State of Massachusetts is mountainous and sterile, and is unfit even for grazing, and therefore has no use for railroads, nor contributes in any considerable degree to their support. On the other hand the mountains of Virginia, North Carolina and Tennessee are rich and fertile, especially upon their north sides, and are covered with magnificent forests of the most valuable timber to their very summits. This agricultural fertility and forestal wealth, incomparable as it is to the natural resources of New England, is of slight importance to the vast stores of iron, coal, copper, lead, zinc and other valuable minerals which lie waiting the developing hands of enterprise and industry; they in turn are anxiously waiting for the building of railroads which shall furnish cheap transportation for these inexhaustible stores of latent wealth—unlimited water power is waiting to be utilized.

Virginia, from her proximity to the sea, from her geographical position, possessing in Hampton Roads, Norfolk, the James and York rivers, the only first-class harbors on the Atlantic coast south of New York. (These harbors must, for all time, be the chief points of embarkation for the productions of the States west and south of Virginia. The natural outlet for all Tennessee and for North Carolina is through Hampton Roads.)

On account of these advantages, which are briefly noted above, it follows that Virginia requires for the development of her resources and the vast through traffic which must come, a railroad mileage far in excess of that required by Massachusetts. To provide Virginia with a railroad mileage equal to that of Massachusetts would require the building of 7762 miles of railroad.

These 7762 miles of railroad would cost on an average \$30,000 per mile, and in the aggregate \$232,860,000, a sum al-

most equal to the assessed value of all the real and personal property in the State of Virginia, as shown in the appraisal of 1881. Allowing ten years as a reasonable time to construct the 7762 miles of railroad required to place Virginia on a par with Massachusetts, it will require the annual influx of capital from abroad of \$23,286,000—a very large proportion of this will be expended in the State. Iron and steel rails can be made as cheaply, if not cheaper, than elsewhere; all the materials for engines and cars found here in the greatest abundance. While the construction of 7762 miles of railroad yearly in the State of Virginia would bring into the State over twenty millions of money annually, this would be but a small amount compared to the amount realized from the exports of wood, lumber and minerals which are now practically valueless for want of transportation.

The Norfolk and Western Railroad is the only railroad upon which the people in South-western Virginia, North-western North Carolina, East Tennessee and South-eastern Kentucky (an area larger than the States of Massachusetts, Rhode Island and Connecticut) have to transport their productions. Agriculture languishes upon the most fertile soil, when the cost of transportation by wagon to the nearest railroad varies from 75 cents to \$1.50 per 100 pounds. It is no wonder that the chief articles from which money is obtained by the inhabitants of a large portion of this section are beeswax, feathers and wool. Tobacco will hardly bear the cost of cartage for fifty to seventy-five miles. A farmer starting from his home in one of the fertile valleys of Lee, Wise, Dickinson or Buchanan counties in Virginia, or from Surry, Ashe, Watonga or Wilkes counties in North Carolina, or from Claiborn, Hancock, Scott, Fentress or Morgan counties in Tennessee, with a load of wheat, would consume its value in supporting himself and team ere he reached the nearest railroad and returned to his home.

Under such circumstances it is not strange that the valuation of these States should be so low that it is looked upon as a *prima facie* reproach; that Virginia should, with natural advantages greater than any other State in the Union, be valued at less than the little State of Rhode Island, which possesses one-thirtieth of her area, and not one-hundredth part of her natural advantages and resources.

The valuation of the State of Massachusetts to each mile of railroad within her borders is.....	929,212 88
Of Ohio.....	300,067 65
" Rhode Island.....	1,828,571 42
" Michigan.....	917,559 00
" Connecticut.....	360,587 00
" New York.....	457,717 25

Average valuation to one mile of railroad in each of the above six States.....	965,619 19
The valuation of Virginia to each mile of railroad within her limits is.....	128,298 44
Of North Carolina.....	97,884 42
" Tennessee.....	129,874 72

Average valuation to one mile of railroad in each of the three States..... 118,609 32

The reason for this great disparity is easy to find. In the former six States there is one mile of railroad to each 7.70 square miles area, so that the entire area is influenced, as to its value, by the nearness of means of transportation. In the States of Virginia, North Carolina and Tennessee there is but one mile of railroad to 27.74 square miles area.

The average distance from railroads in Massachusetts is one mile, and in the six former States it is one and three-fourths miles; while in the three latter States it is over six and one-half miles.

Thus it is seen that the farmer of Virginia, Tennessee and North Carolina has to incur six and one-half times as much expense in getting his produce to the railroad as the Massachusetts farmer, and over three and one-half times as much as the farmers of the six States mentioned above. It costs more to move 100 pounds one mile upon wagons than it does to move one ton one mile upon railroads. What a fearful disadvantage the farmers in States deficient in railroad facilities are laboring under. The average valuation of land in counties in the western part of Virginia which have railroad facilities—viz: Montgomery, Pulaski, Smyth, Wythe and Washington—is \$7.20 per acre. In the counties of Patrick, Craig, Lee, Wise, Carroll, Greyson and Scott where the timber and soil are better and their mineral wealth, far greater, the valuation is \$2.06 per acre.

Virginia is especially fortunate at this time that capitalists are seeking to give her the means whereby her natural riches may become available. In granting charters, so long as the Assembly does not grant those which prohibit other roads from being built, it matters little what powers are given. There is one great principle which regulates all railroads—that of competition. If a railroad company is foolish enough to take advantage of liberal privileges given in its charter, so as to charge exorbitant rates, or otherwise oppress the people, they will not patronize it. If there is sufficient business for a road, they will, if they persist in their unwise course, wake up some fine morning and find another road alongside of the one they did not know how to manage. The people like fair play, and no corporations or individuals will prosper long who do not regard the interests of those who patronize them. The Legislature should grant all the charters for railroads that are asked for. Perhaps the company which seems to be the least likely to build may be the first to put its road in operation. If two or more parties each want a charter for a railroad over substantially the same route, grant one to each; they will prove incentives to each other, or they may unite—put their brains and purses together—and push the enterprise through, which might have failed if tried by either party alone. A far better plan is to pass an amendment to the general railroad law, allowing any five or more persons to form themselves into a body corporate and politic upon filing a copy of their charter and by-laws with the Secretary of State, with authority to build railroads wherever they may see fit. Having done this, grant no special privileges, unless in the matter

of county, city or township subscriptions upon petition of the citizens thereof. A general law will save much time for the Legislature, much lobbying by interested parties, remove all temptation to corruptly influence members, and greatly promote the travel and material interests of the State. When each party has a charter they all stand alike, and a consolidation of interests is easily consummated. Where a charter is given to one and refused to the other, the first party will seek to take some advantage over the others by means of which he shall get something for nothing, to the injury and delay of the public interests.

### The Public Land Laws.

#### HOMESTEADS.

Under the Homestead law every citizen or person who have declared their intention of becoming citizens, over the age of 21 if single or heads of families, can enter 160 acres of surveyed land.

He will be required to pay to the register and receiver of the land office the Government fee and that part of the commission which is payable when the entry is made, according to the amount of land entered as follows: 100 acres; fee, \$10; commission, \$4; total, \$14. 80 acres; fee, \$7; commission \$2; total, \$7.

When the applicant has settled on the land he desires to enter, but is prevented by bodily infirmity, distance, or other good cause, from visiting the land office in person, the affidavit may be made before the clerk of the court for the county within which the land is situated; and the affidavit together with the application and money, can be forwarded to the register and receiver.

Having selected and entered the land, he will be required to establish an actual residence thereon within six months from the date of entry, and that residence must be continued without abandonment, for more than six months at any one time, for five years. If he has a family, his family must also reside on the land. While the law allows a temporary absence (of not more than six months at any one time) it requires that the residence and improvement of the land shall be actual. The settler cannot sleep on the land one night every six months and call it a residence, neither can he pile a few logs or poles together and call it a cabin. At the end of five years from date of entry, or within two years thereafter, he can submit to the land officers proof of his residence, cultivation, etc. The proof can either be made before those officers, or before the Judge of a Court of Record of the county in which the land is situated. He will then be required to pay the balance of the commissions being same amount as the commission paid when entry was made; then the patent certificate will issue on which the Government patent of deed is executed. He need not necessarily make his proof (or, as it is commonly termed, "prove up") at the end of five years, though he must do so within seven years from date of entry.

If the settler does not wish to remain upon the land the full period required, he can, after six months' residence, prove up; but he will then be required to pay for the land at the Government price. This is called commutation entry.

#### PRE-EMPTIONS.

The pre-emption law requires, in addition to residence and cultivation, that payment for the land, at the Government price, shall be made. The pre-emption privilege is restricted to heads of families, widows, or single persons over the age of 21 years, who are citizens or who have declared their intention to become citizens. It also excludes persons who own 320 acres of land in any State or Territory, and those who leave their own land in the same State or Territory to move on the Government lands. The right of a settler attaches from the time settlement is made. When he files his "declaratory statement," the date of such settlement must be given. The "declaratory statement" is a preliminary paper that must be filed with the land officers, and the fee required to be paid is \$2. It is required to be filed within three months from date of settlement, if the land was surveyed, or within three months after survey, if the land was unsurveyed at the time of settlement. Thirty months thereafter are allowed in which to "prove up" and pay for the land. Actual residence for a period of six months at least is required, with cultivation and improvement of the land, and the proof submitted must be similar to that required under the Homestead law.

#### Railroad Power.

With the power to make any rates for transportation which they may see fit, the railroad kings may appreciate or they may depress the market for any kind of merchandise. They may say to the producer: "We will place such a rate of freight upon your products as will not yield you in the market a net amount even to the cost of labor production." They may say to the manufacturer: "We will not allow you to market your manufactures so as to be able to make a profit." And finally they may say to the miner: "You shall not receive the value of your ores, for we must have the principal part of that value." Practically, by the way in which railroads are conducted to-day, a select coterie of individuals determine whether the agricultural and industrial pursuits of the country shall be conducted at a profit or at a loss to those engaged in them.

A GEORGIA maiden became so interested in a recent church wedding at that place that just as the clergyman had finished his list of questions to the bride, she unconsciously took up the response and answered: "I will," in place of the bride. This unexpected event paralyzed the minister, and caused a painful silence in the audience.

The heart that is soonest awake to the flowers is always the first to be touched by the thorns.—Moore.

No medicine ever introduced to the Profession and Public has given such universal satisfaction or preserved so many lives as Dr. MOORE'S THERIAK (Teething Powder). Druggists tell us the rapid increase in its sale is marvelous. For sale by Byron Lemly.

### George's Soliloquy.

Carroll Chronicle.]

The following found origin in the fertile brain of our high school girls. It was suggested by one of the boys refusing to take part in the literary exercises the first of the year. It first appeared in a manuscript paper conducted by the girls and read on those occasions. Only after much pressure and a promise not to reveal the name of the author did we receive it for publication:

To speak, or not to speak, that is the question. Whether 'tis nobler in the boy, to suffer the grins and giggles of outrageous school-mates,

Or to take up books and leave the school, And thus, by leaving, 'scape them?—To read; to speak;

No more—and by a speech to say we end The scolding, and the thousand natural ills That boys are heir to—in a consummation Devoutly to be wished. To read; to speak; To speak! perchance forget—ay, there's the rub;

For in the speech of youth what fears may come, When we have shuffled out upon the floor, Must give us pause. There's the embarrasment.

That makes calamity of so long speech; For who could bear the squints and grimaces of girls?

The professor's frown, the prompter's delay, When he himself might his quietus make With a bare bow? Who would speeches make,

To blush and stammer under a declaration But that the dread of something after school, The ever-ready strap, of whose sting No boy is unaware, decides us all.

And makes us rather spend the piece we have Than wait for that we do worse dread? Thus speeches do make cowards of us all, And thus the crimson hue of bashful boyhood

Overspreads the bright face of youth; And declamations of great pith and interest, With this regard their accents turn away And lose the name of eloquence.

### LOVE IN A THUNDER SHOWER.

"I don't think I care about the nutting picnic," said the rector's daughter. "Not care about it?" echoed Horatia Dale. "Why, I thought you always went every year."

"So I have always done; but I don't think I shall go this year."

"Ah! I see—jealous!" cried Horatia. "I am not!" cried Fannie Forrester.

"And no one shall dare to say such a thing of me!"

"Nevertheless, it is true," said Miss Dale. "You are not going to the nutting party because Harvey Carroll has asked Oriana Van Velsor to accompany him. Now, deny it if you dare! What a goose you are, to go pining after a man that doesn't care for you!"

"I don't pine!" said Fannie. "To break your heart, because Harvey Carroll prefers the gaudy city tulip to our little wild rose of the woods?"

"I don't break my heart!" persisted Fannie.

"Come, cheer up," said Horatia laughing. "Miss Van Velsor returns to town to-morrow. The ward schools begin next week, and she must take her place as second assistant school ma'am in Peake street. And even if she should take Harvey Carroll's recent heart with her, why, there's this consolation—there's as good fish in the sea as ever came out of it."

"I hate vulgar proverbs," said the rector's daughter.

"You hate Oriana Van Velsor, you mean," said Miss Dale, shrewdly.

"Horatia," cried Fannie, "if you say another hateful word, I'll—"

"Come now, Fannie," said Horatia, putting her arms around the waist of the sobbing girl, "I'm only trying to raise your dormant spirit. Don't let this conceited city girl think she's breaking your heart; and don't let Harvey Carroll suppose he is the only man in the world. Hush! there they come up the garden path!"

"Not here!" cried Fannie.

"Yes, here. Why shouldn't Miss Oriana vaunt her conquest here as well as elsewhere?"

"I won't see them," cried Fannie.

"But you must," commanded Miss Dale. "Do you want her to think you're a blighted blossom? Brush those big drops off your eyelashes at once and come into the parlor."

And Fannie Forrester decided that it was best to obey her friends counsel.

Miss Oriana Van Velsor was a tall, brilliantly-complexioned young lady, who called herself five and twenty, who wore her hair banded, and generally wore a white lace veil drawn tightly over her face, after the most approved style.

Harvey Carroll, the handsome village lawyer, was well nigh infatuated by her metropolitan airs and graces, to the grief of little Fannie Forrester, who up to this time had been his favorite companion.

To lose the rich guerdon of Harvey Carroll's love bowed our little country girl's heart to the very ground, and made her think vaguely that it could not be so very wrong to commit suicide after all. For Fannie had no mother, and the rector, honest man, lived in a world of books and manuscripts, from which he emerged reluctantly, three times a day, to eat his abstracted meals.

Miss Van Velsor giggled, flirted her fan, as Fannie Forrester greeted her in a low voice, scarcely even glancing at Harvey Carroll.

"You're going to the nutting party to-morrow, of course, Miss Forrester?" said she. Fannie was about to say no; but she caught Horatia Dale's warning eye, and changed her answer to:

"Yes, I suppose so."

"We are going," said Miss Van Velsor. "Mr. Carroll and I. He has depicted the delights of a nutting party in such vivid colors that I am really quite anxious to participate in one. I do hope it won't rain."

"O, it won't rain," said Mr. Carroll. "I don't think it will rain," said Fannie, feeling she ought to say something.

"And," Harvey added, "if you are not provided with an escort, I am sure Miss Van Velsor will be very glad to have you join our party."

"Delighted!" chimed in Oriana.

"I thank you," interposed Miss Dale, before Fannie could reply, "but Fannie is to go with my brother Lemuel."

(Now Mr. Lemuel Dale was an old bachelor, regarded as the common property of all the girls in town.)

"Yes," said Fannie, clutching at the straw of escape, "I am going with Mr. Lemuel Dale." And Harvey Carroll's conscience did sting him a little as he met the glance of unconscious reproach in poor Fannie's eyes.

"She is a little jewel," he confessed to himself. "But then she is only a pearl, and Oriana is a diamond of the first water; and there can be no better chance for me to propose than to-morrow."

And morning came—one of those brilliant, summer-like days that seem to have been plucked out of the golden diadem of August itself.

"How delightful!" lisped Miss Oriana as she sat gracefully on a twisted tree-trunk and drank champagne out of a silver cup. "Ah, how indescribably charming is the country!"

"Could you be contented to live here always?" asked Harvey Carroll as he lay stretched on the green turf at her feet.

"I could desire no happier fate," said Oriana, lifting her eyes heavenward.

"Then—" Harvey was beginning when honest Lemuel Dale came stumbling over the uneven ground toward them.

"I say, Carroll, what are you dreaming about?" cried he. "Don't you see the thunder clouds piling up in the west? Don't you feel the sudden chill in the air? Everybody else is seeking shelter from the storm, while you stay here, apparently blind, deaf and dumb! Luckily for you that I came back for Miss Forrester's shawl and roused you from your dream." And Fannie, leaning on Dale's arm scarcely looked up while he spoke.

Miss Van Velsor looked up her lace parasol with a shriek. "Is it going to rain?" she cried. "Oh, I have such a dislike of thunder showers! Oh, do let us go to a place of shelter, some nice old farm house, or some dear old dame's honeysuckle covered cottage."

"The nearest place is the rectory, at the foot of the hill, half a mile off," said Carroll, doubtfully.

"We shall be happy to welcome you there," spoke up Fannie, unconsciously heaping coals of fire on her rival's head.

"Oh, do let us hurry," cried Miss Van Velsor, catching at Carroll's arm, as the thunder broke into low rumbling tones and the first big drops began to fall.

But Miss Forrester and Mr. Dale reached the rectory by a short cut across the meadows, and were at the door to receive their dripping guests when at last they reached the haven of refuge.

Carroll surrendered Miss Van Velsor at once into Fannie's care. "Take her up stairs, please, Miss Forrester," said he, in a startled tone, "I—I think there's something the matter with her."

"Oh, I am all right," said Miss Van Velsor, with a snimper. "Only a little tired with the haste we have made."

But Fannie started back with dismay, quite comprehending Mr. Carroll's discomfiture when she caught a glimpse of her rival's face. It was striped like a zebra, where the streams of rain had run down her brow and cheeks, the streaks of red and white paint blending curiously together; the penciling was washed entirely from her eyebrow; the other, shielded by a fold of the lace veil, was totally unchanged. Fannie was silent, but Mr. Lemuel Dale, honest old bachelor that he was proved less discreet.

"Excuse me, Miss," said he, with his eyeglasses at his eye, "but I rather think your paint is washing off."

"My paint!" repeated Miss Van Velsor.

And then, happening to see the reflection of her face in an opposite mirror, she uttered a wild shriek, and went off into good old-fashioned hysterics.

When she came out of them again Mr. Carroll had vanished from the scene.

Miss Oriana Van Velsor went back to the ward school in Peake street quite unfettered by the golden clasp of an engagement ring; and they say there is to be a wedding at the rectory, in which pretty Fannie Forrester and Mr. Harvey Carroll are to play the principal parts.

Strange how slender a straw will suffice to turn the current of the stream of life! If it had not been for that thunder-storm in the woods, the whole aspect of Miss Oriana Van Velsor's existence might have been different.

But her complexion unlike the roses and lilies of Fannie Forrester's face, was not waterproof.

### An Enoch Arden.

A Troy dispatch to the Chicago Tribune dated March 20th, says: "Frank Lee, the Enoch Arden who recently returned to Troy after an absence of nearly twenty years, and found his wife married to another man, from whom she had separated, has married the romance by the sequel. Mrs. Lee's second husband threatened a suit for bigamy when her first love reappeared, but before proceedings could be instituted Lee and the woman left the city and are now on their way to California. Lee's relatives, who are of high social standing, have been shocked by the sudden appearance of a lady and her three children, claiming to be his wife and family. The second Mrs. Lee states that she married him in California and accompanied him East to visit his relatives. Before reaching Troy he deserted her and the little ones. She presents proofs of her claims and is poverty-stricken."

ENGLISH FEMALE BITTERS is an iron and vegetable tonic, prepared specially for the cure of ill that afflict the female sex. It builds up and strengthens feeble, broken down and worn out constitutions, repairs damages inflicted by years of suffering, regulates the system, adds iron to the impoverished blood and makes permanent cures. It aids digestion, relieves a keen appetite, acts gently upon the liver, cures swimming of the head, and palpitation of the heart.

For headache, constipation and biliousness, use *Bailey's Saline Aperient*.

### "Tough on Chills."

Cures 5 cases for 25 cents in cash or stamps. Mailed by John Parham, Atlanta, Ga.

My overworked wife was restored to perfect health by Parker's Ginger Tonic. Pastor Elgin M. E. Church.

### MEDICAL.

Hear what one member of the production testifies regarding the scientific preparation of a brother member.

MR. DAWLEY has been in the drug business in the city of Providence twenty-five years as chemist and proprietor in good standing, and knows whereof he affirms.—Ed.

Mr. D. says: "For many years I have suffered intensely at times, with what is generally called rheumatism. When first attacked I was unable to my bed and could not walk a step. I was not bear the weight of the bedclothes, and was convinced that before these attacks came on my legs were affected; before these would be my limbs, the color of the secretions from the kidneys would be very dark and the odor strong and feverish. The last attack was very severe, and five years ago, and I was confined in the bed several weeks, and was unable to attend to my business in three months. During the time I was confined at home and the time of my recovery I employed four of the best doctors in the city, but they did not go to work at the cause of the trouble. Having been acquainted with the proprietor of Hunt's Kidney & Bladder Remedy, I was induced by him to give it a trial, and after taking one bottle I found myself much improved, and after taking the second bottle I was feeling better than I had after any previous attack. During many months previous to my taking the Remedy my hands and fingers would be swollen and stiff every morning; my left leg was the region of stomach and spleen; was very sensitive; at times I would be taken with severe cramps over the spleen, and be obliged to apply mustard or cayenne for temporary relief. I was very nervous nights and could not sleep. I was obliged to be very particular in my diet, my physical system was sadly demoralized. I have taken Hunt's Remedy systemically, and these things have changed; I have no more attacks. During many months previous to my taking the Remedy, no pains or cramps in the hands or limbs, no pains or cramps in the back, and after taking one bottle I found myself much improved, and after taking the second bottle I was feeling better than I had after any previous attack. During many months previous to my taking the Remedy my hands and fingers would be swollen and stiff every morning; my left leg was the region of stomach and spleen; was very sensitive; at times I would be taken with severe cramps over the spleen, and be obliged to apply mustard or cayenne for temporary relief. I was very nervous nights and could not sleep. I was obliged to be very particular in my diet, my physical system was sadly demoralized. I have taken Hunt's Remedy systemically, and these things have changed; I have no more attacks. 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